

for weeks, and in addition to a Cabinet meeting he has several other matters to attend to.

Plumb in his address before the organized railroad employees in Richmond said:

"The President has rejected the demands of the railroad shippers for an increase of wages. In his two statements of August 25 he has pointed out in impressive language the vital nature of this decision. At his request, his counter proposal has been submitted to the men; and their leaders are now awaiting the result of their decision."

"If a strike is returned it is hard to tell how far the action will go. Almost inevitably the issue will extend beyond the immediate field of wage adjustment and into the field of economic reconstruction. Great forces are at work in the heart of society, great economic problems are being solved for consideration; and men to-day are full of greater purpose, of higher resolve, than ever before in the history of the world."

"Time for Great Changes."

"Statesmanship, not politics, should now rule the country. The country needs the oldest and best traditions of our nation, and all its youthful energy, should be summoned for the task in hand. It is time to call a halt to petty designs and superficial projects and to strike out bravely in the direction of fundamental changes."

"Were American railway labor confronted only by a single issue, it could be compromised more readily than the general public purpose. The private owners of the railroads were never so ready to grant concessions as they are now, as they could be assured of increased rates sufficient to cover both the increased wage and a profit on the additional expenditure."

"But now there is a disposition to grant wage increases freely, with the general public footing the bills either by increased rates or by additional taxation."

"Now the employees are told, through the President's offer to the shippers, that if their demands are temporarily refused, they will be considered as having their interests safeguarded in future."

"But what, in effect, would this mean? It would mean that the Government and labor are to exploit the general public; just as under private control it was a combination between capital and labor to exploit the general public? It would mean that the burden of increased transportation costs, in taxation, in an increased cost of living."

"Such a combination indeed the railway unions are under constant temptations to enter. The President invites them to continue the practices of the old system, but we must be satisfied with these practices, with that system, for good and all."

"Tired of Being Bribe."

"We must refuse any longer to have our interests guaranteed at the expense of the general public. We are tired of being pampered and bribed by offers of future security, and of being requested under the promise of this false promise to surrender not only our present security but also our present just requirements and very necessities. We must demand a more honorable and democratic basis for the application of the law."

"Thus the issue before American labor is not intrinsically a wage issue at all. We are as well aware as is the President of the fact that the country is suffering from constant increases in the level of wages. We fully realize that wage increases at such a time without rectification of the whole economic system would result only in an additional rise in the cost of living. Labor understands that it is only a part of the general public, that it is a part of the consumer, and that as a consumer it would pay out proportionately under an increased cost of living any increment which it received."

"We realize, furthermore, that this dual function in society—a function shared by all productive labor—gives us a dual right and imposes upon us a dual responsibility. As producers and consumers, it is the right to share in the control of our labor, to participate in the management of our production; and as consumers, it is the responsibility to serve society by our best efforts, our fullest productivity and our most earnest judgment and convictions."

"The President's offer to the shippers has taken up with all its energy the task of bringing the profiteers to book. He adds: 'A general increase in the level of wages would be a serious defeat all this at its very beginning, manufacturers and producers of every sort would have innumerable additional pretexts for increasing profits, and all efforts to decrease the cost of living would be hopelessly confused.'"

"Disputes Wilson's Claim."

"In what way could a rise in the wage scale place the cost beyond the control of the government? Under our institutions, could any set of circumstances bring it about that all efforts to discover and defeat profiteering would be hopelessly confused?"

"Or, if this fear is justified, what guarantee is there that profiteering can be discovered and defeated under the present wage scale? Is it not the President's statement actually a terrible indictment of the system itself under which profiteering is possible?"

"The President's own argument to the shippers is based on the assumption that he will succeed in lowering the cost of living. From my own analysis of the economic situation I cannot have faith in the measure which he has proposed. They appear to be more in the nature of temporary ameliorations than of permanent remedies."

"He is ignoring the fact that I can see, the economic truth that the underlying cause of the depreciation of money value is the expansion of currency and the inflation of credit the world over as a result of the financial operations of the war."

"He speaks of return to normal times and conditions as though there could be such a return without the necessary reformation of the economic system. The inflation of prices and values, Wall Street, as receiver for a bankrupt Europe, is selfishly concerned in keeping up this inflation for the purpose of securing investments are protected only if Europe pays exorbitant prices for what we sell, and if we ourselves will bear the burden of the exorbitant rates together with the foreign purchaser."

"Europe, in other words, has exhausted and far exceeded her credit; her market value has fallen away below par. She is in the condition of a runaway railroad, which nevertheless must carry the financial burden of a heavily watered book value; its credit will not support its securities in the market, yet it must struggle to pay interest on the par value of these securities."

"Blames Wall Street."

"The financial manipulations of Wall Street and other money centres have watered the credit of Europe. The result has been a universal inflation of values. The causes of the rise in the cost of living are world wide and fundamental."

"The President intended the plans of our financial autocrats? Or does he believe that the value of money can be restored by setting up temporary chain stores under Government supervision, or by punishing individual hoarders of food?"

"To me it appears as though we were being told to suffer intensely while an unhealthy financial process continued in operation unchecked and unchallenged. The President also asks us to wait upon the success or failure of a minor campaign for the purpose of increasing the power and selfish forces that have debauched the industry of the world."

still pushes forward recklessly and restlessly, driving civilization to destruction."

"I agree most heartily with the President when he speaks of the importance of production; unless a state of production can be quickly regained the world will suffer an immense catastrophe. We are faced with famine in the heart of civilization. Yet the President fails altogether to mention the principal factor in production, that factor which has remained so long unheeded, but which to-day is emerging into its true prominence: namely, the human factor of cooperation, of participation of labor in management and control."

"In modern industry the spirit of co-operation has largely been lost. The chasm between labor and control is too vast, the worker is too far from the forces which rule his production. Men cannot increase their productivity as a system which betrays the profits from a greater effort upon non-producers."

"The other world, the industrial and financial system which we live in, the modern economic state, is run for the benefit and profit of a special class—the class of investors or non-producers."

"Charges Inefficiency."

"The directors of this economic state are representatives solely of this class. They think primarily of profit making, and only secondarily of production. They do not run the economic state efficiently, or make it produce anywhere near its maximum."

"This condition cannot endure in the future. The life of the world cannot be maintained any longer by such practices. They are neither humane nor businesslike; the machine denies the value of the human element. The vicious technology of the modern world is not born out of the creative energies of mankind only to be manipulated to the selfish advantage of small groups of autocrats in the financial centres of the economic state."

"Industry must be relieved of the burden of its overhead charges, and need to increase its productivity through further impulse of man's creative energies through the application of the principle of democracy to the economic state."

"No more than President Wilson himself has awakened the seal and hope of the workers of America for economic freedom, for the termination of financial autocracy, and for the application of the spirit and letter of cooperation and democracy in the control of industry. I believe the day has arrived when by the action of the workers, the economic state will be reconstructed to make production certain and bountiful."

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ASK HOARDERS TO OFFICIALS

Food Officials Plan to Eliminate Profits of Men Who Prey on the Public.

FAIR PRICE LIST GAINING BUTHERS USE IT AND SOME UNDERSERL ON FIGURES GIVEN IN SCHEDULE.

Wholesalers of food commodities, the prices of which are being regulated by the Fair Price Committee, will be asked by Arthur Williams, Federal Food Administrator for this city, and his associate campaigners for lower food prices, to protect the public against the artifices of the food hoarder. Mr. Williams went to last night's meeting of the committee, which is being held in the city hall, to urge the hoarders to enter into a pledge to do this very thing.

"Suppose," Mr. Williams said, "a man has put in a lot of canned goods for profit. We will ask the hoarders to promise that when this stuff comes to the market it will be sold at the fair price, which will be the price of the goods as they are sold in the market. This will eliminate the hoarder's profit, and then what use will there be for a man to attempt to take advantage of the economic state?"

Reports were submitted yesterday to the Food Administrator indicating a general observance of the fair price schedule, and a decline in the prices of many commodities. Mr. Williams said that the fair price schedule was being observed in the city of New York, and that the prices of many commodities were being kept down.

Investigations which made the rounds of the city hall on Saturday night found that the "fair price" schedule was being observed in the city of New York, and that the prices of many commodities were being kept down.

"They told me," Mr. Williams said, "speaking of the work of his investigators, 'That a good many articles of groceries are being sold lower than the fair price.' Many butchers are placing their price tags on the meat, and the fair price schedule is being observed in the city of New York, and that the prices of many commodities were being kept down."

There will be no sales of army foodstuffs in the public schools to-day. The school will be observed also by the men engaged in distributing the supplies from the army warehouses to the schools. The schools are pretty well stocked up for tomorrow's resumption of business.

Tomorrow's customers will find the shelves of the city hall well stocked up for tomorrow's resumption of business. The schools are pretty well stocked up for tomorrow's resumption of business.

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Liberty Motored Aeos Win Ten of First Fourteen Places in 1,042 Mile Air Derby

THE standing of the New York-Toronto fleet on their speed for the 1,042 miles of the round trip is as follows, according to the official tabulation by the American Flying Club:

Plane.	Name.	Start from.	Flying time.
1-DH-4.	L. B. W. Maynard.	Minneapolis.	4:07:45 minutes.
2-DH-4.	H. H. George.	Toronto.	4:07:45 "
3-DH-4.	L. D. B. Gish.	Minneapolis.	4:07:45 "
4-DH-4.	Col. G. C. Brandt.	Minneapolis.	4:07:45 "
5-DH-4.	L. M. J. Plumb.	Minneapolis.	4:07:45 "
6-L. Per.	L. P. H. Logan.	Minneapolis.	4:07:45 "
7-DH-4.	L. Ben Adams.	Minneapolis.	4:07:45 "
8-DH-4.	L. John P. Roulois.	Minneapolis.	4:07:45 "
9-VE-7.	L. F. T. Housinger.	Minneapolis.	4:07:45 "
10-DE-9.	Sgt. C. B. Coombs.	Toronto.	4:07:45 "
11-BE-5A.	Col. H. E. Hartney.	Minneapolis.	4:07:45 "
12-DH-4.	L. R. T. Midkiff.	Minneapolis.	4:07:45 "
13-DH-4.	L. Ross Kirkpatrick.	Minneapolis.	4:07:45 "
14-DH-4.	L. W. C. F. Brown.	Minneapolis.	4:07:45 "
15-BE-5A.	L. H. H. Housinger.	Minneapolis.	4:07:45 "
16-DH-4.	L. F. T. Housinger.	Minneapolis.	4:07:45 "
17-Orion.	Roland Robins.	Toronto.	4:07:45 "
18-Fokker.	Capt. C. W. Cook.	Toronto.	4:07:45 "
19-DH-4.	Maj. A. B. Gillespie.	Minneapolis.	4:07:45 "
20-JN-4-D.	C. S. Jones.	Toronto.	4:07:45 "
21-JN-4-D.	L. W. R. Taylor.	Minneapolis.	4:07:45 "
22-JN-4-D.	Capt. H. B. Chandler.	Minneapolis.	4:07:45 "
23-JN-4-D.	R. H. Dewey.	Minneapolis.	4:07:45 "
24-Can. JN-4.	S. S. Moore.	Toronto.	4:07:45 "
25-Can. Trng.	L. W. B. Bortea.	Minneapolis.	4:07:45 "
26-JN-4-H.	Wallace Young.	Toronto.	4:07:45 "
27-Fokker.	Wm. C. Barker.	Toronto.	4:07:45 "
28-Can. JN-4.	C. A. Schiller.	Toronto.	4:07:45 "
29-DH-4.	L. F. T. Housinger.	Toronto.	4:07:45 "
30-Standard.	O. S. Farmer.	Toronto.	4:07:45 "

LEUT. MAXNARD WINS AERO RACE IF TRADE IS REFUSED

English Writer Urges Importance of Britain Resuming Relations.

Continued from First Page.

Cleveland a week before the race, Schroeder whipped it together and patched it up with odd bits of other crashed machines. The machine as the product of Charles E. Wright, chairman of the contest committee, of the Flying Club, and he cannot resist a grin when people talk about his and Schroeder's "wreck."

"As a whole the race is a remarkable vindication of the motor engine. It took the five first places and eleven places out of the first fifteen," said Mr. Wright, "averaged about 1,750 revolutions a minute, and Lieut. Plumb, the first man to return to Roosevelt Field, averaged 1,800. A number of these engines in the DH-4s had been run without overhaul, having been in planes which were touring the country with Col. Claggett's recruiting circus from Dallas. This is a remarkable record for a motor engine. It is to be remembered also that an airplane engine is run without a flywheel to steady the motion."

"The race was of great value in arousing interest in aviation in the cities along the route. They have been awakened to the fact that the airplane is a large, well equipped, well lighted flying machine. This competition demonstrated the reliability of the airplane under exceptionally adverse conditions. The race was a great success, and the public interest in aviation has been greatly increased."

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